

Environment and Sustainable Transport Committee

12 February 2019

Local Implementation Plan - 2019/20 Programme and LIP 3

Report by Director, Communities

Call-in deadline 5pm on Tuesday 26 February 2019

Purpose

To consider the Local Implementation Plan (LIP) Funding Settlement of £1,309,600, as confirmed by Transport for London (TfL) on 16 December 2018 and approve the third LIP Transport Strategy for the borough.

Recommendations of the Portfolio Holder for Environment and Sustainable Transport Committee (E&ST)

To **resolve** that -

1. the 2019/20 LIP Funding Settlement and outline Delivery Plan attached at Annex 1 be approved, noting the allocations are in line with those noted by this Committee in September 2018.
2. The draft LIP3 attached at Annex 2 is approved for submission to TfL/Mayor for London, and that any minor amendments be delegated to the Assistant Director Transport, Highways and Regulatory Services in consultation with Chair of E&ST.

Benefits to the Community:

The level of traffic using our roads is expected to continue growing in an unsustainable way, unless we change the way we manage our public highway. The Healthy Streets approach sets out how we prioritise active travel, making walking, cycling and public transport use the best and preferred choices for travel; encourages the most efficient methods of essential travel for people and goods; and creates more attractive, accessible and people-friendly streets.

Key Points

- A. The LIP Settlement reflects the amounts requested in the Borough's application to TfL under the specific funding stream for Corridors and Neighbourhood schemes and Local Transport Funding, Principal Road Maintenance and Major Scheme award, and the level of funding for each stream is detailed in the report. Guidance on the allocations for Road Maintenance and Bridge Strengthening and Assessment is set out in paragraphs 7 and 8.
- B. TfL currently use a needs-based formulaic system to allocate funds to London Boroughs to enable them to introduce highway improvements that are in line with the Mayor of London's Transport Strategy (MTS). Boroughs explain how they intend to do this through their Local Implementation Plans (LIPs), and set out in their LIP Delivery Plan what schemes will be introduced to achieve these objectives.
- C. The borough's current LIP (version 2) was approved with a 3-year investment programme for the period 2011-2014. This was followed with an updated 3-year LIP Delivery Plan covering the period from April 2014 to April 2017. Since that time there have been two years of interim arrangements.

- D. The Mayor for London published a new MTS in May 2018, and as such a new LIP3 document is now required, which will set out how the borough will deliver the latest MTS, over the life of that document: until 2041. An outline draft was submitted to TfL and the Mayor in November 2018. The LIP3 now needs to be approved by this Committee and re-submitted to TfL in February 2019, for approval by TfL/Mayor for London following stakeholder consultation and initial feedback from TfL.
- E. The 'Healthy Streets' agenda is a new way of thinking, looking not at single transport modes as we have done in the past, but taking a wider view of how streets are used. In the years up to 2041, we expect to see a continued and sustained shift in the balance and use of all transport modes. The focus of this report is for the Committee to consider the list of schemes proposed for the first year of a 3-year LIP3 Delivery Plan, in 2019/20. The proposed schemes are set out in the report below.
- F. The Council's approach to community engagement and consultation is a key area of the Administration's manifesto commitment and the Council is, in response, orientating its processes to ensure residents are engaged at the right time and in a way that provides for a meaningful contribution to scheme design and implementation. To ensure this happens the capital programme is being refocused into two year rather than one year schemes, which gives a more realistic programme timeline to allow for meaningful community engagement.
- G. TfL recently published details of their Business Plan for the period 2019/20 to 2023/24, which sets out how they intend to invest in the vital transport improvements London needs, delivering the MTS, against a backdrop of some significant financial challenges.
- H. TfL have also highlighted the pressures they face, and explain how they have been successful in reducing costs, developing new streams of revenue and becoming a more modern and efficient business. They identify that this work needs to continue as they seek to respond to a subdued economy, the £700m government grant reduction and the delay to the opening of Crossrail.
- I. In spite of this position, the TfL Business Plan still contains over £1 billion in funding for borough programmes over the life of the plan, to help London local authorities deliver the MTS and meet local transport needs.

Context

1. Due to the pressures on TfL's revenue budgets, the annual LIP formula funding will be maintained at the same level as was announced last year. The overall allocation will be £63 million in 2019/20 and will remain at this level for the life of the Business Plan. The funding has been applied to each borough based on the current LIP formula. As a result, this borough's LIPs Corridors and Neighbourhoods allocation for 2019/20 will be £1,209,600.
2. In spite of their financial pressures, TfL recognise the boroughs' desire to have more say on funding for local priorities and have confirmed that the LTF (Local Transport Fund) has been maintained at a level of £3.3 million and will be retained for the duration of the Business Plan. Boroughs will therefore continue to receive an additional £100,000 per annum to spend on local priorities.
3. Budgets for investment in bus priority measures and the cycling network on borough roads remain a strong priority for TfL. As in previous years, TfL is identifying the priority projects for the coming year and will advise the borough

before March 2019 on details of any proposals in the borough, and the requisite funding allocation. Such works are over and above the core LIP programme.

4. TfL has allocated £32.7 million for the RBK Go Cycle programme. This allocation is subject to approval from TfL, and is earmarked solely for the delivery of the Go Cycle programme, so cannot be used for other purposes. The construction of three Go Cycle schemes have been completed. Five further Go Cycle schemes are currently under construction, and other Go Cycle schemes are being developed.
5. At present the borough does not have any Liveable Neighbourhood schemes, and consideration will be given as to whether any schemes are prepared in 2019/20 for inclusion in the next LIP bid. There is currently one potential Liveable Neighbourhood scheme in the Maldens and Coombe area, with scope for other projects to be identified prior to submission in November 2019.
6. The third round of the Mayor's Air Quality Fund (MAQF) is being rolled out, and the borough submitted a bid on 11 January 2019. £6 million is available to boroughs, over three years, for the implementation of interventions that will improve air quality at a local level. The Bidding Guidance and application form can be found at <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/mayors-air-quality-fund>. The successful bids will be announced in the spring. It is noted that for any bids match funding is required, and that schemes funded through LIP can be used as a mechanism to achieve this. For information, LIP schemes along the A2043 corridor have been referenced as match funding in the January 2019 submission.
7. TfL have confirmed that between 2018/19 and 2019/20 investment in proactive planned renewals on both the Borough Principal Road Network (BPRN) and TfL Road Network (TLRN) will remain paused. An allocation of circa £3 million per annum has been retained for the BPRN to continue condition surveys and deal with high priority sites. TfL, working with the boroughs through the London Technical Advisors Group (LoTAG), will agree how this allocation will be targeted to the highest priority sections of road.
8. TfL also confirmed that the borough bridge strengthening activities are also reduced, and that through the LIP allocation TfL will continue to support LoTAG on the Asset Management Status Reports, especially as this information is vital to making the case for investing in London's roads.

Proposal and Options

9. The LIP programme for 2019/20, as set out in Annex 1, was submitted to E&ST Committee in September 2018 for endorsement and inclusion in the indicative Annual Spending Submission to TfL in November 2018. The list of schemes included at Annex 1 had previously been considered by each of the four Neighbourhood Committees, prior to sign off by the E&ST Committee.
10. In terms of the proposals and options for LIP3, the draft Strategy document at Annex 2 has been developed with input from a number of council departments, and is reflective of the Sustainable Transport Strategy (STS), which has been produced as part of the Borough Draft Local Plan process. The STS provides a strategic direction for investment in transport throughout the borough over the period of Kingston's Local Plan, which will assist the Council in making further

improvements to the transport network that will enhance mobility and accessibility for all.

11. The STS is consistent with latest national, regional and local planning policy and seeks to implement this at a local level. In particular, it is in line with the approach set out in Healthy Streets for London, the MTS and the new London Plan; these explain that for London to function well, the way people move around will need to change through investment in healthy streets, public transport and measures to reduce the reliance on cars.
12. The LIP is a statutory document, that all London boroughs are duty bound to prepare, under Section 145 of the Greater London Authority Act 1999 (The Act). It sets out how the Council proposes to deliver the MTS guided by the 'Healthy Streets' agenda as outlined in the Mayor's recent 'City for all Londoners' document. This approach prioritises active travel, making walking, cycling and public transport use the best and preferred choices for travel; encourages the most efficient methods of essential travel for people and goods; and creates more attractive, accessible and people-friendly streets.
13. The LIP identifies how the Council will work towards achieving the key MTS goals of:
 - a. Healthy Streets and healthy people
 - b. A good public transport experience
 - c. New homes and jobs.
14. It should be noted that the overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today, and that there are different targets set for central, inner and outer London.
15. Historically, the annual submissions the Council has prepared for TfL have typically identified smaller schemes at specific locations that delivered targeted and focussed transport improvements at a very local level. The guidance and drive behind the Healthy Streets agenda is to focus on improving the infrastructure across broader areas, with improvements considered in a 'strategic manner' where there are clear opportunities for improved modal choice towards encouraging people to make journeys by walking, cycling or because of improved access to public transport. Going forward, all schemes using TfL funding need to meet the objectives set out in the Healthy Streets approach.
16. The process for identifying candidate schemes includes consideration of all the following:
 - Road safety issues identified through the analysis of collision data,
 - TfL's scheme eligibility criteria,
 - Schemes that have commenced in the current year and where delivery is spread across two financial years,
 - Completion of schemes previously identified by Neighbourhood Committees through petitions,
 - School Travel Plans,
 - Any complementary funding opportunities,
 - Opportunities identified by interested stakeholders, such as cycle groups and visually / mobility impaired groups,
 - Proposals identified by Ward Councillors.

17. The LIP3 document includes a Delivery Plan that sets out an approved list of scheme proposals for 2019/20, and the document includes a draft schedule of projects for consideration and inclusion into a programme for 2020/21 and 2021/22 to complete the initial three year spending plan. Those projects listed will be subject to review and prioritisation with councillors at a neighbourhood level, such that they will form the Annual Spending Submission that is considered by committees in Summer 2019. Those considerations will need to allow for schemes that are being phased over two years.
18. These schemes will need to focus on encouraging more active travel, such as walking, cycling and using public transport, and so contribute to people living more active and healthier lives. In addition to these health benefits, evidence shows that more active travel will reduce air and noise pollution, help combat social isolation, ease congestion, improve safety and bring economic benefits to businesses.
19. In terms of the Liveable Neighbourhoods projects, there is currently one potential Liveable Neighbourhood scheme in the Maldens and Coombe area, with scope for other projects to be identified prior to submission in November 2019. It is important to note that any application for Liveable Neighbourhoods funding must demonstrate that it is being developed in partnership with the local community, is transformative in its aspiration to encourage more sustainable forms of travel and is looking at ways to restrict car journeys. Liveable Neighbourhoods funding is by a competitive process and is additional to core LIP funding.
20. It is noted that TfL have advised the borough that there is the potential for funding for Bus Priority schemes in 2019/20, and that this will be confirmed before March 2019. Officers advise that sites on Richmond Road, Burlington Road and Malden Road corridor (jointly with LB Sutton) are currently being investigated.

Consultations

21. As highlighted above in paragraph 9, the scheme list at Annex 1 was developed and considered by the Neighbourhood Committees in June 2018, where there was the opportunity to comment/add/change the scheme list. These schemes have now had their funding allocations confirmed and will form the LIP Capital Programme for 2019/20.
22. As part of the LIP3 development, there is a requirement for interested parties and stakeholders to be involved, and the Draft LIP3 was sent out to a range of organisations that included the following bodies - Lead Member for E&ST, Neighbourhood Committee Chairs, transport operators, local health trusts, residents associations, schools/educational establishments, Highways England, Environment Agency, Climate London, economic organisations, stakeholder groups, emergency services, disability groups and faith groups.
23. Annex 3 provides a list of those bodies engaged with, and identifies where responses were received. These are being reviewed and where appropriate changes will be made to the draft document, prior to re-submission to TfL.
24. TfL were also a key consultee in November 2018, and provided significant feedback. Their key issues were that the document needed additional detail and to show a firmer commitment to adopt a Vision Zero approach to road safety. TfL required further detail related to the commitment and actions to deliver mode shift

and the aims and Outcomes of the MTS, the three-year delivery programme and strategic and local walking and cycle routes, and these matters have all been addressed.

Timescale

25. Boroughs submitted their Technical Draft of their LIP3 documents in November 2018, which was the commencement of the consultation period for the Draft LIP3 for TfL and other consultees, both internal and external. TfL responded to the boroughs in mid December 2018, advising on the adequacy of their LIP3 and other statutory requirements.
26. The next stage is for the Boroughs to amend their LIP3 in response to the consultation, including TfL's recommendations, and submit a final draft version to TfL by 16 February 2019.
27. In terms of the LIP Capital programme for 2019/20, subject to approval of the list of schemes at Annex 1, works will commence on those projects on 1 April 2019.

Resource Implications

28. As set out in paragraphs 1 and 2 above, the borough has been advised that the allocation for Corridors, Neighbourhoods and Supporting Measures will be £1,209,600 and £100,000 for the Local Transport Fund. There has also been advice that additional funding for Bus Priority projects will be available; however, the level of that funding has yet to be confirmed.
29. As highlighted above in paragraph 7, further funding restrictions were put in place for Principal Road Maintenance. Between 2018/19 and 2019/20, investment in proactive planned renewals on both the BPRN and the TLRN has been suspended. This position has been reiterated, and as such, no allocation will be received for Principal Road Maintenance in the 2019/20 settlement. This does not impact the borough's own planned renewals programme for non-principal roads, which the Council must fund from its own resources.
30. The borough will lobby via LoTAG in 2019/20 to seek funding from the £3 million pot set aside to deal with the highest priority sections of road, where our principal roads require investment.

Legal Implications

31. Under Section 159 of the GLA Act, TfL may give financial assistance to any body or person in respect of expenditure incurred or to be incurred by that body or person in doing anything which, in the opinion of TfL, is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. The financial assistance that may be given to any London authority under this section includes in particular assistance in respect of any expenditure incurred, or to be incurred, by the authority in discharging any function of a highway authority or traffic authority.
32. Any scheme or measures implemented by the Council, as Highway or Traffic Authority would be undertaken in accordance with the relevant legislation governing the procedures including, where appropriate, consultation and the publication of the notices giving publicity to measures and schemes.

Risk Assessment

33. The 2019/20 programme will include schemes being designed and delivered in line with the Healthy Streets agenda, with it identifying a need to design physical activity back into our everyday lives. TfL have agreed to provide workshops and training sessions to ensure that borough officers are aware and understand the requirements to develop schemes that create the right environment to encourage residents and businesses to make that modal shift on an increasingly frequent and lasting basis.
34. This process will need to be explained and demonstrated to residents and road users as part of any scheme development and engagement, as it will be important to get the key messages across to ensure that there is support for projects.

Equalities Impact Assessment

35. A full EqIA is being prepared to support the LIP3, and discussions held with the Council's Equalities Officer to ensure that all the relevant areas have been covered. A copy of the Draft EqIA is attached at Annex 4.

Health Implications

36. One of the key aspects of the LIP programme and the LIP3 document relate to the Healthy Streets approach. Everyone needs to keep physically active to keep their body functioning well; physical activity assists in preventing long-term health conditions and helps us to feel positive and to sleep well.
37. The Healthy Streets approach does not just benefit health, it also helps to reduce the negative health impacts of transport noise, air pollution, road danger, social isolation and the severance effects of busy roads. Making our streets more welcoming places to spend time, walk, cycle and access public transport helps to strengthen our communities and reduce unfair health inequalities.

Road Network Implications

38. There are no network implications arising from the recommendations of the report at this stage of the LIP Delivery Plan, and each scheme will consider the specific network implications during the development phase.

Environmental & Air Quality Implications

39. There are no direct environmental implications with the report at this stage of the LIP Delivery Plan, and each scheme will consider the specific Environmental Implications during the development phase. However, given a key theme of LIP3 is associated with offering people the choice to travel differently and achieving mode-shift, it is anticipated that the schemes delivered by LIP3 will bring about tangible environmental improvements.

Background papers - TfL letter approving allocation - December 2018.

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